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Hydraulic drive devices of aircraft doors, which automatically open the aircraft doors in an emergency actuation, are also known.

However, manually operable aircraft doors are often locked and swung open, if necessary, via elaborate gearing mechanisms.

US 4,665,650 describes a device for actuating garden gates in which the garden gate is lifted out of a locking mechanism by means of a drive unit which is integrated in the gate post, and, during the lifting out process, the gate experiences a pivoting movement in order to open the garden gate.

US 6,168,114 B1 discloses a door system for a passenger aircraft having a supporting device which supports the door leaf on the door frame in a pivotable fashion, and a lifting device which is connected to said supporting device.

DE 839 171 C discloses a device for electrically driving a component which can moved to and fro, in particular for opening and closing doors.

DE 31 21 136 A1 describes a pivoting gate whose drive is accommodated within a rotary bearing post. The latter is composed of a transmission device and a drive motor.

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Corresponding cam slots, which bring about travel and at the same time rotate the pivoting gate, are provided in a control tube.

An electric motor is used whose rotary movement is transmitted to a moveable component via a gear mechanism by means of a disengageable clutch which is connected downstream of said gear mechanism.

It is disadvantageous that devices of this type are, on the whole, elaborate and expensive, difficult to operate and also heavy. These devices are expensive to produce, cannot be remotely activated or remote-controlled, and usually require considerable manual force and time to operate, in particular when opening and/or closing doors of vehicles, in particular aircraft doors.

The object of the present invention is to create a use of the aforementioned type which eliminates the aforementioned disadvantages, and with which doors of vehicles, in particular aircraft, can be locked or opened by remote control in a precise, low-cost and effective manner.

To achieve this object, a stroke movement of a shaft element and subsequent rotation of a carrier element are performed by means of a drive element in an actuation device, the shaft

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element being axially and rotationally decoupled from the carrier element, the actuation device having a housing, and an actuator element with a shaft element connected to its front surface being inserted within the housing.

In the present invention, it has proved particularly advantageous to drive an actuation device by means of only one single motor gearing unit, in order to implement first a stroke of a shaft element and then a rotation of a carrier element.

A stroke of a shaft element, which unlocks and lifts a door, is initially performed through axial movement of an actuator element within a housing of the actuation device.

On completion of the stroke of the extended shaft element, a coupling of the rotation with a carrier element is performed via at least one coupling element through a corresponding further rotation of the actuator element, in such a way that, for example, an aircraft door can be swung open via the carrier element. In a corresponding reverse manner, the door, in particular the aircraft door, can be locked through corresponding reverse rotation of the actuator element and reverse movement of the carrier element and, following the locking operation, the aircraft door is returned into the door frame and is simultaneously or subsequently locked through a corresponding return stroke of the shaft element.

The actuator element can be moved axially and rotationally backwards and forwards into the different planes within the housing, in particular the cylinder element of the actuation